

LEGAL NOTICE

RESOLUTION NO. 675

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF PHOENIX, DECLARING THEIR INTENTION TO IMPROVE CERTAIN PORTIONS OF FIRST STREET IN SAID CITY, AND DETERMINING THAT BONDS SHALL BE ISSUED TO REPRESENT THE COSTS AND EXPENSES THEREOF, AND DECLARING THE WORK OR IMPROVEMENT TO BE OF MORE THAN LOCAL OR ORDINARY PUBLIC BENEFIT AND THAT THE COSTS AND EXPENSES OF SAID WORK SHALL BE ASSESSED UPON A DISTRICT AND PROVIDING THAT THE PROPOSED WORK OR IMPROVEMENT SHALL BE DONE UNDER THE PROVISIONS OF THE IMPROVEMENT ACT OF 1912, AND SUBSEQUENT AMENDMENTS.

BE IT RESOLVED, by the Common Council of the City of Phoenix:

Section 1. That the public interest and convenience require and that it is the intention of the Common Council of the City of Phoenix to order the following work to be done, to-wit:

1. That the roadway of First Street in said city from the northern line of Adams Street to the southern line of Roosevelt Street, including all intersections of streets and alleys excepting the intersection of Monroe Street and including also such portions of the roadways of intersecting streets as is necessary to form an easy approach to the pavement hereinafter described, and excepting such portions of said street as are occupied by a street railway track or tracks, and space of ten feet (10') in width outside the rails of said tracks, and excepting also that portion of the roadway of said street from the northern line of Van Buren Street to a point one hundred and twenty-five feet (125') south of the center line of Polk Street, be graded and paved with bitulithic pavement.

2. That a combined concrete curb and gutter be built along both sides of the roadway of First Street from the northern line of Adams Street to the southern line of Roosevelt Street, excepting at the intersections of streets and alleys and the approaches thereto, and excepting also along both sides of that portion of First Street from the northern line of Van Buren Street to a point one hundred and twenty-five feet (125') south of the center line of Polk Street, and excepting also where a concrete curb has already been built and is in satisfactory condition as shown by the plans hereinafter referred to, where a gutter only shall be built, and excepting also where a curb and gutter have both been built and are in satisfactory condition as shown by the plans hereinafter referred to.

3. That a combined concrete curb be built along the eastern side of the roadway of First Street from the northern line of Adams Street to the southern line of Roosevelt Street, excepting at the intersection of Monroe Street.

4. That a cement concrete gutter be built across the intersections of all alleys along First Street from the northern line of Adams Street to the southern line of Roosevelt Street.

5. That a ditch be dug in the roadway on both sides of First Street from a point one hundred and twenty-five feet (125') south of the center line of Polk Street to the southern line of Roosevelt Street, excepting at the intersections of streets and the approaches thereto.

6. That corrugated iron pipes twelve inches (12") in diameter be laid across the roadway of First Street near the northern line of Van Buren Street, near the southern line of Polk Street, near the southern line of Taylor Street, near the southern line of Filmore Street, near the southern line of Pierce Street, near the southern line of McKinley Street, and near the southern line of Garfield Street.

7. That corrugated iron pipes twelve inches (12") in diameter be laid across the roadway of Van Buren Street on both sides of the roadway of First Street and that corrugated iron pipes ten inches (10") in diameter be laid from the last mentioned twelve inch (12") corrugated iron pipes along the southern line of the roadway of Van Buren Street to the corresponding property lines of First Street and that a bulkhead and wing wall be built at the ends of these pipes near the property line of First Street, and also at the southern ends of the twelve inch (12") corrugated iron pipes near the southern line of Van Buren Street.

8. That corrugated iron pipes twelve inches (12") in diameter be laid along the westerly line of First Street crossing the roadways of Polk Street, Taylor Street, Filmore Street, Pierce Street, McKinley Street and Garfield Street.

9. That cement concrete standpipes be built at the ends of the aforementioned corrugated iron pipes at the following locations: First Street and Van Buren Street, Two (2); First Street and Polk Street, Four (4); First Street and Taylor Street, Four (4); First Street and Filmore Street, Four (4); First Street and Pierce Street, Four (4); First Street and McKinley Street, Four (4); First Street and Garfield Street, Four (4).

10. That concrete pipes twelve inches (12") in diameter be laid along both sides of First Street and along the northern side of Van Buren Street and along both sides of Polk Street, Taylor Street, Filmore Street, Pierce Street, McKinley Street and Garfield Street from the aforementioned standpipes to a point approximately ten feet (10') beyond the corresponding property line of the street across which they run.

11. That a cement concrete pipe twenty-two inches (22") in diameter be laid along the roadway of First Street from the approximate south-

ern line of Roosevelt Street to a point near the southern line of McKinley Street.

That a cement concrete pipe twenty inches (20") in diameter be laid along the roadway of First Street from a point near the southern line of McKinley Street to a point near the southern line of Filmore Street and that a cement concrete pipe eighteen inches (18") in diameter be laid along the roadway of First Street from a point near the southern line of Filmore Street to a point near the southern line of Polk Street.

12. That manholes be built to furnish access to the aforementioned pipes at the following locations: First Street and Polk Street, One (1); First Street and Taylor Street, One (1); First Street and Filmore Street, One (1); First Street and Pierce Street, One (1); First Street and McKinley Street, One (1); First Street and Garfield Street, One (1); First Street and Roosevelt Street, One (1).

13. That inlets be built in the gutters at the following locations: First Street and Polk Street, Eight (8); First Street and Taylor Street, Eight (8); First Street and Filmore Street, Eight (8); First Street and Pierce Street, Eight (8); First Street and McKinley Street, Eight (8); First Street and Garfield Street, Eight (8); First Street and Roosevelt Street, Two (2).

14. That the said inlets be connected with the aforementioned pipes with ten inch (10") concrete pipes.

15. That sheet metal gates be set reaching through the curb at the aforementioned inlets and also on the northern side of the roadway of Van Buren Street near the eastern and westerly lines of First Street and that said gates be connected with the pipes mentioned in Section 8, with ten inch (10") concrete pipes.

16. That sheet metal gates be set reaching through the curb at the aforementioned inlets and also on the northern side of the roadway of Van Buren Street near the eastern and westerly lines of First Street and that said gates be connected with the pipes mentioned in Section 8, with ten inch (10") concrete pipes.

17. That the roadway of intersecting streets be graded from the edge of the aforementioned pavement on a grade of not to exceed ten per cent (10%) until it meets the original surface of the street.

18. That the above work to be done in accordance with that certain set of plans approved and adopted by the Common Council of the City of Phoenix on the 6th day of April, 1914, and on file in the office of the City Engineer in Book Two of Street Improvement Plans on Pages 19 to 24, and in further accordance with Specifications Nos. 19, 20, 21, 22, 23, 24, and 28 on file in the office of the City Recorder of said city, and which said plans and specifications are hereby referred to for a more particular description of the said work and made a part hereof.

19. That the said contemplated work or improvement in the opinion of the Common Council is of more than local or ordinary public benefit and that said Common Council hereby makes the costs and expenses of said improvement chargeable upon a district and hereby declares that the district in said City of Phoenix benefited by the said work or improvement and to be assessed to pay the costs and expenses thereof is described as follows:

All that portion of said city included within the following described exterior boundary lines, to-wit: Beginning at a point on the northern line of Adams Street midway between the westerly line of First Street and the easterly line of Central Avenue, running thence northerly along the line midway between the westerly line of First Street and the easterly line of Central Avenue to the southern line of Roosevelt Street, thence easterly along the southern line of Roosevelt Street to a point midway between the easterly line of First Street and the westerly line of Second Street, thence southerly along the line midway between the easterly line of First Street and the westerly line of Second Street to the easterly line of Second Street, thence southerly along the easterly line of Second Street to the southern line of Van Buren Street, thence easterly along the easterly line of Van Buren Street to the easterly line of Adams Street, thence southerly along the easterly line of Adams Street to the southern line of Roosevelt Street, thence easterly along the southern line of Roosevelt Street to the easterly line of Second Street, thence southerly along the line midway between the westerly line of First Street and the easterly line of Central Avenue to the point of beginning, EXCEPTING THEREFROM any portions of any public streets or alleys which may be included within the above described district.

Section 2. The City Engineer is hereby directed to make a diagram of the district described hereinabove in Section 1 of this Resolution of Intention, to be assessed to pay the costs and expenses thereof. Such diagram shall show each separate lot, piece or parcel of land in said district and the relative location of the same to the work proposed to be done.

Section 3. The said Common Council finds that the public convenience requires that serial bonds shall be issued to represent the costs and expenses of such work or improvement and said Common Council determines that serial bonds shall be issued to represent each assessment of Twenty-five (25) Dollars or more for the costs and expenses of said work or improvement. Said serial bonds shall extend over a period ending nine (9) years from and after the second day of January next succeeding the date of said bonds, and an even annual proportion of the principal sum thereof shall be payable by coupon on the second day of January every year after their date until all is paid and the interest shall be payable semi-annually by coupon on the second day of January and July, respectively, of each year, at the rate of six (6) per cent per annum on all sums unpaid until the whole of said principal sum and interest are paid.

Section 4. The serial bonds herein mentioned shall be issued in accordance with the provisions of an act of the Legislature of the State of Arizona, known and designated as the "Improvement Act of 1912," and all the proceedings in the aforementioned improvements shall also be taken under

said "Improvement Act of 1912," and subsequent amendments.

Section 4. The City Recorder shall certify to the passage of this Resolution of Intention, and shall cause the same to be published ten (10) times in the Arizona Republican, a daily newspaper published and circulated in the City of Phoenix and hereby designated for that purpose.

Section 5. The Superintendent of Streets of the City of Phoenix shall post notices of said proposed improvement as required by law, and in said notices shall refer to this Resolution of Intention.

Reference is hereby made to the Plutibic Mixture License Agreement of Warren Brothers Company of Boston, Mass., dated Mar. 17, 1914, on file in the office of the City Recorder of the City of Phoenix.

I hereby certify that the above and foregoing Resolution, No. 675, was duly passed by the Common Council of the City of Phoenix at a meeting held April 6, 1914, and that a quorum was present thereat.

FRANK THOMAS, City Recorder.

LEGAL NOTICE

RESOLUTION NO. 676

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF PHOENIX DECLARING THEIR INTENTION TO IMPROVE CERTAIN PORTIONS OF MONROE STREET, SECOND STREET, THIRD AVENUE, FOURTH AVENUE, FIFTH AVENUE AND SIXTH AVENUE IN THE CITY OF PHOENIX, AND DETERMINING THAT BONDS SHALL BE ISSUED TO REPRESENT THE COSTS AND EXPENSES THEREOF AND DECLARING THE WORK OR IMPROVEMENT TO BE OF MORE THAN LOCAL OR ORDINARY PUBLIC BENEFIT, AND THAT THE COSTS AND EXPENSES OF SAID WORK SHALL BE ASSESSED UPON A DISTRICT AND PROVIDING THAT THE PROPOSED WORK OR IMPROVEMENT SHALL BE DONE UNDER THE PROVISIONS OF THE IMPROVEMENT ACT OF 1912, AND SUBSEQUENT AMENDMENTS.

BE IT RESOLVED, by the Common Council of the City of Phoenix:

Section 1.—That the public interest and convenience require, and that it is the intention of the Common Council of the City of Phoenix to order the following work to be done, to-wit:

1. That the roadway of Monroe Street, from the easterly line of Seventh Avenue to the westerly line of Fifth Street, and the roadway of Second Street, Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue, from the northern line of Adams Street to the southern line of Monroe Street, and including all intersections of streets and alleys, and including also private drives wherever shown on the plans hereinafter referred to, and including also such portions of the intersections of streets as is necessary to form an easy approach to the pavement hereinafter described, excepting those portions of Monroe Street and First Street which will be occupied by the tracks of the Phoenix Street Railway Company, and excepting also such portions of the intersecting streets as are already paved, be graded and paved with bitulithic pavement, and excepting also that portion of the northern half of the roadway of Monroe Street from the center line of First Avenue to the center line of Central Avenue.

2. That a combined concrete curb and gutter be built along both sides of the roadway of Monroe Street from the easterly line of Seventh Avenue to the westerly line of Fifth Street and along both sides of the roadway of Second Street, Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue from the northern line of Adams Street to the southern line of Monroe Street, excepting at the intersections of streets and alleys and private drives on Monroe Street from the easterly line of Seventh Avenue to the westerly line of Fifth Street and on Second Street, Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue between Adams Street and Monroe Street, excepting that portion lying east of the center line of First Avenue and west of the center line of Central Avenue, and north of the center line of Monroe Street.

3. That a cement concrete gutter be built across the intersection of all alleys and private drives along Monroe Street from the easterly line of Seventh Avenue to the westerly line of Fifth Street and on Second Street, Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue between Adams Street and Monroe Street, excepting that portion lying east of the center line of First Avenue and west of the center line of Central Avenue, and north of the center line of Monroe Street.

4. That a cement concrete gutter be built across the intersection of all alleys and private drives along Monroe Street from the easterly line of Seventh Avenue to the westerly line of Fifth Street and on Second Street, Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue between Adams Street and Monroe Street, excepting that portion lying east of the center line of First Avenue and west of the center line of Central Avenue, and north of the center line of Monroe Street.

5. That a ditch be dug in the roadway on the easterly side of Third Avenue and Fifth Avenue from the southern line of Adams Street to the northern line of Monroe Street, and on the southern side of Monroe Street from the easterly line of First Street to the westerly line of Second Street, and that the present ditch on both sides of Monroe Street from the easterly line of Seventh Avenue to the westerly line of Fifth Street, and on Second Street, Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue between Adams Street and Monroe Street, be closed or deepened.

6. That corrugated iron pipes twenty-two inches (22") in diameter be laid near the northern line of the roadway of Monroe Street crossing the roadways of Third Avenue, Fourth Avenue, Fifth Avenue and Sixth Avenue.

7. That corrugated iron pipes twenty-four inches (24") in diameter be laid near the northern line of the roadway of Monroe Street crossing the roadways of Third Avenue, Second Street and all alleys and private drives.

8. That corrugated iron pipes eighteen inches (18") in diameter be laid across the roadway of Monroe Street near the easterly side of the roadway of Third Avenue and across the alley intersection of the roadway of Third Avenue between Monroe Street and Adams Street.

That corrugated iron pipes sixteen inches (16") in diameter be laid across the roadway of Monroe Street near the easterly side of the roadway of Third Avenue and across the alley intersection of the roadway of Third Avenue between Monroe Street and Adams Street.

That corrugated iron pipes twelve inches (12") in diameter be laid near the southern side of the roadway of Monroe Street crossing the roadways of Sixth Avenue, Fifth Avenue, Fourth Avenue, Third Avenue, Second Street, Third Street and Fourth Street.

That the present fifteen inch (15") corrugated iron pipe across the roadway of Monroe Street near the westerly line of the roadway of Fourth Street be relaid.

That the twelve inch (12") corrugated iron pipe extending north from the twenty-four inch (24") corrugated iron pipe at Fourth Street, be relaid.

7. That cement concrete standpipes be built on the line of the aforementioned corrugated iron pipes, being located as follows:

At Monroe Street and Sixth Avenue, Four (4); At Monroe Street and Fifth Avenue, Four (4); At Monroe Street and Fourth Avenue, Four (4); At Monroe Street and Third Avenue, Four (4); At Monroe Street and Central Avenue, One (1); At Monroe Street and Third Street, Three (3); At Monroe Street and Fourth Street, Three (3); and that sheet metal gates be set in said standpipes to control the flow of water through said standpipes.

8. That concrete pipes of the sizes corresponding to the sizes of the corrugated iron pipes be laid along both sides of the roadway of Monroe Street from the aforementioned standpipes to a point approximately six feet (6') beyond the corresponding property line of the streets along which they run.

That concrete pipes twelve inches (12") in diameter be laid from the standpipes on the northern side of Monroe Street to a point approximately six feet (6') north of the northern line of Monroe Street, and from the standpipes on the southern side of Monroe Street to a point approximately six feet (6') south of the southern line of Monroe Street, where called for on the plans hereinafter referred to.

That cement concrete pipes twenty-two inches (22") in diameter be laid along the line of the ditch on the northern side of Monroe Street from the easterly line of Seventh Avenue to a point approximately six feet (6') east of the easterly line of Seventh Avenue, and that a cement concrete pipe twenty-four inches (24") in diameter be laid from the end of the aforementioned corrugated iron pipe to a point approximately six feet (6') each side of the corresponding property line of First Street.

That a cement concrete pipe twenty-four inches (24") in diameter be laid along the line of the ditch on the north side of Monroe Street from the end of the aforementioned twenty-four inch (24") corrugated iron pipe to a point approximately six feet (6') beyond the corresponding property line of Second Street.

9. That a cement concrete pipe twenty-two inches (22") in diameter be laid along the line of the roadway of Monroe Street from a point approximately sixty-five feet (65') west of the easterly line of Seventh Avenue to a point approximately ten feet (10') east of the center line of Sixth Avenue.

That a cement concrete pipe twenty-two inches (22") in diameter be laid along the line of the roadway of Monroe Street from a point approximately ten feet (10') east of the center line of Sixth Avenue to a point approximately ten feet (10') east of the center line of Fourth Avenue.

That a cement concrete pipe eighteen inches (18") in diameter be laid from a point approximately ten feet (10') east of the center line of Fourth Avenue to a point approximately twenty-three feet (23') east of the center line of Third Avenue.

That a cement concrete pipe twenty-four inches (24") in diameter be laid along the roadway of Monroe Street from a point approximately ten feet (10') east of the center line of Fourth Avenue to a point approximately ten feet (10') east of the center line of Third Street.

That a cement concrete pipe twenty-two inches (22") in diameter be laid along the roadway of Monroe Street from a point approximately ten feet (10') east of the center line of Third Street to a point approximately ten feet (10') east of the center line of Second Street.

That a cement concrete pipe sixteen inches (16") in diameter be laid along the roadway of Second Street from the end of the aforementioned pipe to a point approximately ten feet (10') north of the center line of Adams Street.

That a cement concrete pipe sixteen inches (16") in diameter be laid along the roadway of Third Street from a point approximately five feet (5') south of the center line of Monroe Street to a point approximately six feet (6') south of the south property line of Monroe Street.

That cement concrete pipes eighteen inches (18") in diameter be laid along the roadway of Second Street from the end of the aforementioned pipe to a point approximately ten feet (10') east of the center line of Fourth Street, to the west property line of Fifth Street.

That manholes be built to furnish access to the aforementioned pipes at the following locations:

At Monroe Street and Sixth Avenue, One (1); At Monroe Street and Fifth Avenue, One (1); At Monroe Street and Fourth Avenue, One (1); At Monroe Street and Third Avenue, One (1);

At Monroe Street and Second Street, One (1); At Monroe Street and Third Street, One (1); At Monroe Street and Fourth Street, One (1); At Adams Street and Second Street, One (1);

11. That inlets be built in the gutter at the following locations:

At Adams Street and Second Street, Four (4); At Monroe Street and Seventh Avenue, Two (2); At Monroe Street and Sixth Avenue, Four (4); At Monroe Street and Fifth Avenue, Six (6); At Monroe Street and Fourth Avenue, Eight (8); At Monroe Street and Third Avenue, Eight (8); At Monroe Street and First Avenue, Five (5); At Monroe Street and Central Avenue, One (1); At Monroe Street and First Street, Eight (8); At Monroe Street and Second Street, Eight (8); At Monroe Street and Third Street, Eight (8); At Monroe Street and Fourth Street, Eight (8); At Monroe Street and Fifth Street, Two (2);

That valves be set in the aforementioned gutter inlets at Monroe Street and First Avenue and at Monroe Street and First Street, and that the inlets be connected with the pipes mentioned in Section 8 with ten inch (10") cement concrete pipes.

12. That sheet metal gates be set reaching through the curb at the aforementioned inlets and that said gates be connected with the pipes mentioned in Section 8 with ten inch (10") cement concrete pipes.

13. That the roadway of intersecting streets be graded from the edge of the aforementioned pavement on a grade of not to exceed ten per cent (10%) until it meets the original surface of the street.

All the above work to be done in accordance with that certain set of plans approved and adopted by the Common Council of the City of Phoenix on the 6th day of April, 1914, and on file in the office of the City Engineer of the City of Phoenix in Book Two of Street Improvement Plans on Pages 35 to 38, and in further accordance with Specifications Nos. 19, 20, 21, 22, 23, 24 and 28 of the City of Phoenix on file in the office of the City Recorder of said city, and which said plans and specifications are hereby referred to for a more particular description of the said work and made a part hereof.

Section 2. That the said contemplated work or improvement in the opinion of the Common Council is of more than local or ordinary public benefit and that the said Common Council hereby makes the costs and expenses of the said work or improvement chargeable upon a district, and hereby declares that the district in said City of Phoenix benefited by the said work or improvement and to be assessed to pay the costs and expenses thereof is described as follows:

All that portion of said city included within the following described exterior boundary lines, to-wit: Beginning at a point on the easterly line of Seventh Avenue midway between the southern line of Van Buren Street and the northern line of Monroe Street, running thence easterly along the line midway between the northern line of Monroe Street and the southern line of Van Buren Street to a point on the westerly line of Fifth Street, thence southerly along the westerly line of Fifth Street to the southern line of Adams Street, thence southerly along the southern line of Adams Street to the southern line of Roosevelt Street, thence easterly along the southern line of Roosevelt Street to the easterly line of Second Street, thence southerly along the easterly line of Second Street to the southern line of Van Buren Street, thence easterly along the easterly line of Van Buren Street to the easterly line of Adams Street, thence southerly along the easterly line of Adams Street to the southern line of Roosevelt Street, thence easterly along the southern line of Roosevelt Street to the easterly line of Second Street, thence southerly along the line midway between the westerly line of First Street and the easterly line of Central Avenue to the point of beginning, EXCEPTING THEREFROM any portion of any public street or alley which may be included within the above described district, and excepting also that certain portion of Block Ninety-two (92) of the original townsite of Phoenix lying within the above described district, owned by School District No. 1, Maricopa County, Arizona, and excepting also that portion of Block Ninety-three (93) of the original townsite of Phoenix lying within the above described district, owned by the United States Government, which certain premises shall be omitted from the assessment hereafter to be made to cover the cost and expense of the said work, and the total cost and expense of the said work herein described shall be assessed upon the remaining lots or parcels of land lying within the said assessment district as provided for in the Improvement Act of 1912.

Section 3. The City Engineer is hereby directed to make a diagram of the district described hereinabove in Section 1 of this Resolution of Intention, to be assessed to pay the costs and expenses thereof. Such diagram shall show each separate lot, piece or parcel of land in said district and the relative location of the same to the work proposed to be done.

Section 4. The serial bonds herein mentioned shall be issued in accordance with the provisions of an act of the Legislature of the State of Arizona, known and designated as the "Improvement Act of 1912," and all the proceedings in the aforementioned improvements shall also be taken under

said "Improvement Act of 1912," and subsequent amendments.

Section 4. The City Recorder shall certify to the passage of this Resolution of Intention, and shall cause the same to be published ten (10) times in the Arizona Republican, a daily newspaper published and circulated in the City of Phoenix and hereby designated for that purpose.

Section 5. The Superintendent of Streets of the City of Phoenix shall post notice of said proposed improvement as required by law, and in said notices shall refer to this Resolution of Intention.

Reference is hereby made to the Plutibic Mixture License Agreement of Warren Brothers Company of Boston, Mass., dated March 17, 1914, on file in the office of the City Recorder of the City of Phoenix.

I hereby certify that the above and foregoing Resolution No. 676, was duly passed by the Common Council of the City of Phoenix at a meeting held April 6th, 1914, and that a quorum was present thereat.

FRANK THOMAS, City Recorder.

Section 4. The said Common Council finds that public convenience requires that serial bonds shall be issued to represent the costs and expenses of such work or improvement and said Common Council determines that serial bonds shall be issued to represent each assessment of Twenty-five (25) Dollars or more for the costs and expenses of said work or improvement. Said serial bonds shall extend over a period ending nine (9) years from and after the second day of January next succeeding the date of said bonds, and an even annual proportion of the principal sum thereof shall be payable by coupon on the second day of January every year after their date until all is paid and the interest shall be payable semi-annually by coupon on the second day of January and July, respectively, of each year, at the rate of six (6) per cent per annum on all sums unpaid until the whole of said principal sum and interest are paid.

Section 5. The serial bonds herein mentioned shall be issued in accordance with the provisions of an act of the Legislature of the State of Arizona, known and designated as the "Improvement Act of 1912," approved May 17, 1912, and all the proceedings in the aforementioned improvements shall also be taken under said "Improvement Act of 1912," and subsequent amendments.

Section 6. The City Recorder shall certify to the passage of this Resolution of Intention, and shall cause the same to be published ten (10) times in the Arizona Republican, a daily newspaper published and circulated in the City of Phoenix and hereby designated for that purpose.

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Section 5. The serial bonds herein mentioned shall be issued in accordance with the provisions of an act of the Legislature of the State of Arizona, known and designated as the "Improvement Act of 1912," approved May 17, 1912, and all the proceedings in the aforementioned improvements shall also be taken under said "Improvement Act of 1912," and subsequent amendments.

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Section 5. The serial bonds herein mentioned shall be issued in accordance with the provisions of an act of the Legislature of the State of Arizona, known and designated as the "Improvement Act of 1912," approved May 17, 1912, and all the proceedings in the aforementioned improvements shall also be taken under said "Improvement Act of 1912," and subsequent amendments.

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